NOTES

1. For additional details of Terminal System (Type ET), refer to the manufacturer's installation instructions.
2. Terminal System (Type ET) must be constructed so that the full length of the terminal system guard railing is in straight alignment. The Guard Rail Extruder head of the terminal system shall not encroach upon the adjacent paved shoulder or lane. A traffic approach flare of 50:1 for the full length of Terminal System (Type ET) installation shall be used where the Guard Rail Extruder head would encroach upon the adjacent paved shoulder or lane.
3. Slide Guard Rail Extruder over the end of the rail element and attach to Post No.1 with lag screws. Do not bolt rail element to post. Guard Rail Extruder attachment brackets have 3 holes in each bracket to provide tolerance adjustment. Use the holes in the bracket closest to center of Post No.1. Drill 6 mm (1/4") pilot holes to accommodate lag screws.
4. Attach strut to Post Nos.1 and 2 foundation tubes with hex head bolts, washers and hex nuts. Bolts extend through the strut, steel foundation tube, and wood posts. Channel side of strut to face downward.
5. For length and type of guard railing or barrier the terminal system is attached to, see Project Plans. For minimum length of guard railing used with terminal system end treatments, see Standard Plans A77D and A77E.
6. Attach rail element to this post and block. Payment for this post, block and hardware included in payment for the type of railing or barrier the terminal system is attached to, not part of the payment for Terminal System (Type ET).
7. Yellow retroreflective sheeting, as provided by Terminal System (Type ET) manufacturer, shall be adhered to the face of extruder head. The sheeting shall be consistent with the design pattern and colors of a Type P object marker panel.
8. Attach rail to Post No.2 (no wood block) in same manner shown in section A-A. Do not bolt rail to Post No.1, See Note 3.
9. Terminal System (Type ET) is an in-line end treatment for guard railing or single faced barrier railing where site conditions will not accomodate use of a flared end treatment. Do not use Terminal System (Type ET) where extrusion of the rail on the back side of the installation would be in the path of pedestrian or vehicular traffic.
10. A continuous rail element section between Post Nos.1 and 5 (no intermediate rail splices) may continue to be used in existing installations. New installations shall be constructed as shown.
11. A 1830 mm (6'-0") length steel foundation tube, TS 203 x 152 x 4.8 (TS 8 x 6 x 3/16), without a soil plate, may be furnished and installed in place of the 1375 mm (4'-6") length steel foundation tube and soil plate shown. Minimum embedment of the 1830 mm (6'-0") length tube shall be 1760 mm (5'-9"). A 16 mm (5/8") ø hex head bolt and nuts shall be installed in the hole in the 1830 mm (6'-0") length tube to keep the wood post from dropping into the tube.

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

July 1, 2002
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — Ellis K. Hirst — No. C17926 — Exp. 6-30-05 — CIVIL — STATE OF CALIFORNIA

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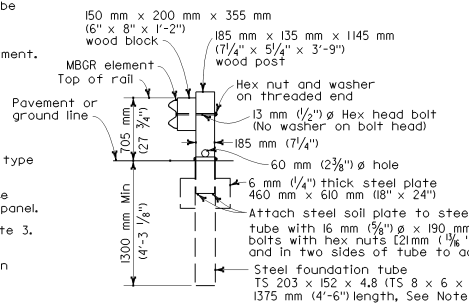
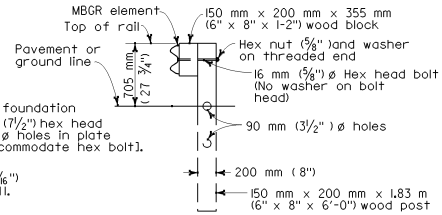


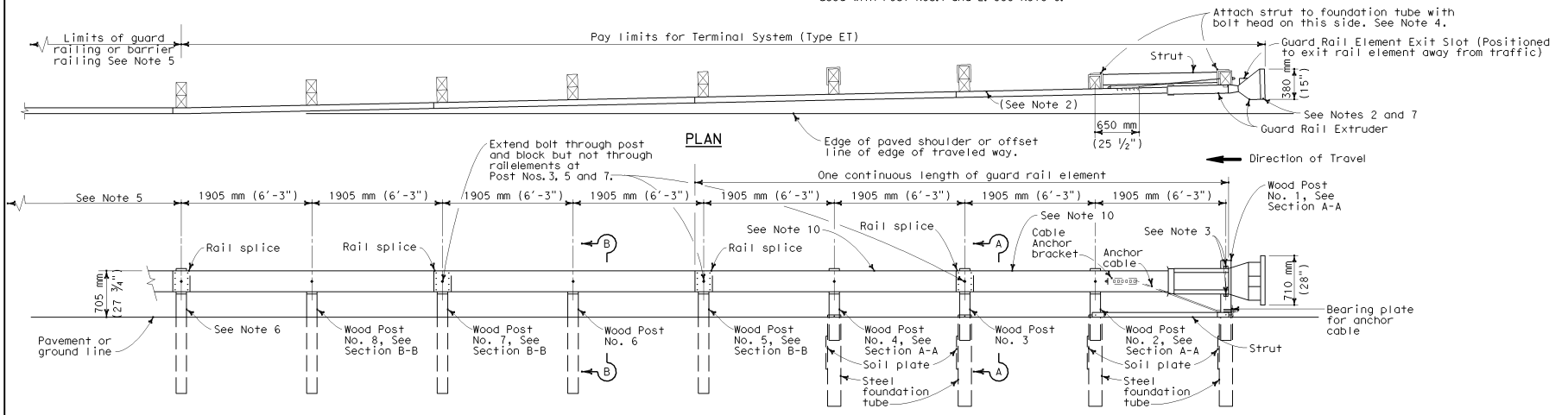
SECTION A-A

Soil plate and wood post attachment to steel foundation tube similar for Post Nos. 1, 2 and 4. Wood blocks not used with Post Nos.1 and 2. See Note 8.



SECTION B-B

Post Nos. 5, 7 and 8 similar except rail elements are not attached to Post Nos. 5 and 7



ELEVATION

TERMINAL SYSTEM (TYPE ET)

See Notes 9 and 10

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

METAL BEAM GUARD RAILING AND SINGLE FACED BARRIER RAILING TERMINAL SYSTEM END TREATMENT

These "Standard Plans for Construction of Local Streets and Roads" contain units in two systems of measurement: International System of Units (SI or "metric") and United States Standard Measures shown in the parentheses (). The measurements expressed in the two systems are not necessarily equal or interchangeable. See the "Foreword" at the beginning of this publication.

NO SCALE

A77M

THIS STANDARD PLAN A77M INCLUDES CHANGES THAT WERE INCORPORATED IN REVISED STANDARD PLAN RSP A77M, DATED OCTOBER 26, 2000, AND ISSUED AS A PART OF ERRATUM NO. 99-1 FOR THE 1999 METRIC STANDARD PLANS.